

interstate commerce before the date on which the requirement takes effect.

(b) SAFETY REGULATION OF LIMOUSINES.—

(1) IN GENERAL.—Section 30102(a)(6) of title 49, United States Code, is amended—

(A) in subparagraph (A), by striking “or” at the end;

(B) in subparagraph (B), by striking the period at the end and inserting “; or”; and

(C) by adding at the end the following:

“(C) modifying a passenger motor vehicle (as defined in section 32101) that has already been purchased by the first purchaser (as defined in subsection (b)(1)) by increasing the wheelbase of the passenger motor vehicle so that the passenger motor vehicle has increased seating capacity.”

(2) EFFECTIVE DATE.—The amendments made by paragraph (1) shall apply beginning on the date that is 1 year after the date of enactment of this Act.

SA 2172. Mr. PADILLA (for himself and Mrs. FEINSTEIN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the end of subtitle E of title I of division A, insert the following:

SEC. 115. TRANSPORTATION ASSISTANCE FOR OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPICS CITIES.

(a) PURPOSE.—The purpose of this section is to prioritize and support State and local efforts on surface transportation issues necessary to obtain the national recognition and economic benefits of participation in the international Olympic, Paralympic, and Special Olympics movement by hosting international Olympic, Paralympic, and Special Olympics events in the United States.

(b) PRIORITY FOR TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPICS EVENTS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, in providing grants for transportation projects described in paragraph (2), the Secretary may give priority to a transportation project relating to an international Olympic, Paralympic, or Special Olympics event.

(2) GRANTS DESCRIBED.—A grant referred to in paragraph (1) is a discretionary grant—

(A) under title 23 or 49, United States Code, beginning on the date of enactment of this Act; or

(B) otherwise administered by the Secretary for transportation projects.

(c) TRANSPORTATION PLANNING ACTIVITIES.—The Secretary shall take all reasonable efforts to provide assistance to an international Olympic, Paralympic, or Special Olympics event, including—

(1) by providing assistance for planning activities of States and metropolitan planning organizations under sections 134 and 135 of title 23, United States Code, for transportation projects relating to an international Olympic, Paralympic, or Special Olympics event;

(2) by developing intermodal transportation plans in coordination with States and local transportation agencies;

(3) by expediting review and comment of any required submissions to the Secretary relating to an international Olympic, Paralympic, or Special Olympics event; and

(4) by providing technical assistance.

(d) TRANSPORTATION PROJECTS RELATING TO OLYMPIC, PARALYMPIC, AND SPECIAL OLYMPICS EVENTS.—

(1) IN GENERAL.—The Secretary may provide assistance, including planning, capital, and operating assistance, to a State or unit of local government in carrying out transportation projects relating to an international Olympic, Paralympic, or Special Olympics event.

(2) USE OF FUNDS.—Notwithstanding any other provision of law, any funding provided in accordance with this section may be used for any temporary facility, equipment, operations, and maintenance that meets the extraordinary needs associated with hosting an international Olympic, Paralympic, or Special Olympics event.

(e) FUNDING.—

(1) IN GENERAL.—The Secretary shall carry out this section using amounts otherwise available to the Secretary to carry out titles 23 and 49, United States Code.

(2) SUPPLEMENT, NOT SUPPLANT.—Any amounts provided to a State or unit of local government in accordance with this section shall be in addition to any Federal funds otherwise available to the State or unit of local government for the transportation project.

SA 2173. Mr. PADILLA (for himself and Mr. CORNYN) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 493, strike lines 8 through 22 and insert the following:

(b) ELIGIBILITY.—Section 602(a) of title 23, United States Code, is amended—

(1) by striking paragraph (1) and inserting the following:

“(1) LETTER OF INTEREST.—

“(A) IN GENERAL.—A project shall be eligible to receive credit assistance under the TIFIA program if—

“(i) the entity proposing to carry out the project submits a letter of interest prior to submission of a formal application for the project; and

“(ii) the project meets the criteria described in this subsection.

“(B) CERTAIN PROJECTS.—In the case of a project that outlines a proposed financial plan to repay the loan primarily with State or local tax revenue, the review of the letter of interest shall be limited to a legal compliance check to ensure the project meets the criteria described in this subsection, except to the extent that the Secretary determines that the complexity of the project requires further review.”; and

(2) in paragraph (2)—

(A) in subparagraph (A)(iv)—

(i) by striking “a rating” and inserting “an investment-grade rating”; and

(ii) by striking “\$75,000,000” and inserting “\$150,000,000”; and

(B) in subparagraph (B)—

(i) by striking “the senior debt” and inserting “senior debt”; and

(ii) by striking “credit instrument is for an amount less than \$75,000,000” and inserting “total amount of other senior debt and the Federal credit instrument is less than \$150,000,000”.

SA 2174. Mrs. FEINSTEIN (for herself, Mr. BURR, and Mr. PADILLA) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

On page 2427, between lines 10 and 11, insert the following:

SEC. 80505. EXCLUSION OF AMOUNTS RECEIVED FROM STATE-BASED CATASTROPHE LOSS MITIGATION PROGRAMS.

(a) IN GENERAL.—Section 139 of the Internal Revenue Code of 1986 is amended by redesignating subsection (h) as subsection (i) and by inserting after subsection (g) the following new subsection:

“(h) STATE-BASED CATASTROPHE LOSS MITIGATION PROGRAMS.—

“(1) IN GENERAL.—Gross income shall not include any amount received by an individual as a qualified catastrophe mitigation payment under a program established by—

“(A) a State,

“(B) a political subdivision or instrumentality thereof,

“(C) a joint powers authority, or

“(D) an entity created by State law which is exempt from taxation under section 501(a) and is overseen by a State agency or State department of insurance,

for the purpose of making such payments.

“(2) QUALIFIED CATASTROPHE MITIGATION PAYMENT.—For purposes of this section, the term ‘qualified catastrophe mitigation payment’ means any amount which is received by the owner of any property to make improvements to such property for the sole purpose of reducing the damage that would be done to such property by a windstorm, earthquake, or wildfire.

“(3) NO INCREASE IN BASIS.—Rules similar to the rules of subsection (g)(3) shall apply in the case of this subsection.”

(b) CONFORMING AMENDMENTS.—

(1) Section 139(d) is amended by striking “and qualified” and inserting “, qualified catastrophe mitigation payments, and qualified”.

(2) Section 139(i) (as redesignated by subsection (a)) is amended by striking “or qualified” and inserting “, qualified catastrophe mitigation payment, or qualified”.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2021.

SA 2175. Mrs. FEINSTEIN (for herself and Mr. PADILLA) submitted an amendment intended to be proposed to amendment SA 2137 proposed by Mr. SCHUMER (for Ms. SINEMA (for herself, Mr. PORTMAN, Mr. MANCHIN, Mr. CASSIDY, Mrs. SHAHEEN, Ms. COLLINS, Mr. TESTER, Ms. MURKOWSKI, Mr. WARNER, and Mr. ROMNEY)) to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division H, insert the following: